उन पर सही निशान और लेबल लगाना, ब्रेक वाहनों तथा समान वाहनो की ठीक ढंग से तालाबन्दी, वाणिज्यिक दृष्टि से उपयुक्त माल डिब्बों का उपयोग, भेद्य क्षेत्रों में माल गाड़ियों का रेल सुरक्षा बल द्वारा मार्ग रक्षण, आकस्मिक जांच और रेलवे सुरक्षा बल और राजकीय रेलवे पुलिस आदि के साथ निकट सम्पर्क और समन्वय शामिल है।

परिवहन के दौरान गुम होने या क्षति होने की घटनाओं की रोकथाम के लिये माल को तेज गति से ब्लाक रैकों में भेजा जा रहा है।

इन सभी उपायों से पिछले दो वर्षों में क्षतिपूर्ति के दावों तथा उनके भुगतान में काफी कमी आयी है।

रेलवे द्वारा अनुषंगी औद्योगिक इकाइयों से की गई खरीद

1000. **श्री अजीत जोगी :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे द्वारा की जाने वाली समान की कुल खरीद में से कुछ सामान उन उद्योगपतियों को आवंटित किया जाता है, जो अनुषंगी औद्योगिक इकाइयां चलाते हैं ;

(ख) इन उद्योगपतियों में अनुसूचित तथा अनुसूचित जनजातियों का प्रतिशत कितना है ; और

(ग) क्या ऊपर भाग (क) और (ख) में उल्लिखित प्रतिशत अपेक्षित मानदण्ड के अनुरूप है ; यदि नहीं, तो उसे प्राप्त करने के लिये क्या कदम उठाये जा रहे हैं ?

रेल मंत्रालय में उप मंत्री (श्री महावीर प्रसाद) : (क) जी, नहीं।

(ख) और (ग) प्रश्न नहीं उठता।

Route for Transport of Industrial Salt from Gandhigram to Durgapur

1001. SHRI CHITTA BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Board has recently issued circular to the effect that the industrial salt, which is generally purchased by the Durgapur Chemicals Ltd., a Public Sector Undertaking should be routed by the round about railways route, instead of direct routes, from Gandhigram to Durgapur, thus costing more freighis; and

(b) if so, what are the difficulties to transport the same through direct route?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Salt other than iodised salt for human consumption from Gandhidham (not Gandhigram) as well as other stations on Western Railway to stations east of Asansol is moved and charged via Ahmedabad—Vadodara—Udhna—Jalgaon — Nagpur — Kharagpur route which is marginally longer than the direct route via Ahmedabad—Godhra—Ratlam—Nagda—Bhopal—Katni— Mughalsarai—Asansol. Other goods traffic excluding iodised salt and traffic in tank wagons, is however, moved *via* Mathura—Tughlakabad route which is much longer.

(b) Severe capacity constraints over Godhra—Ratlam—Nagda—Bhopal route.

Rajdhani Express between Ahmedabad and Delhi

1002. SHRI VITHALBHAI M. PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under Government's consideration to start Rajdhani Express train between Ahmedabad and Delhi; and

(b) what are the reasons for not providing the Rajdhani Express train between Ahmedabad and Delhi, so far?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) No, Sir.

(b) Rajdhani group of trains were primarily intended as overnight services bet-

ween the national capital and the major metropolitan cities of Calcutta and Bombay.

Report of National Commission on Women

1003. PROF. SOURENDRA BHATTACHARJEE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government's attention has been drawn to the report of the National Commission on Self-employed women and women in informal sector recommending the earmarking of 30 per cent of the Development Fund, for antipovery schemes for women and the setting up of a separate credit financing institution for women; and

(b) if so, what steps are proposed to be taken to implement the recommendations?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA): (a) The Commission recommended the need for setting up an exclusive credit body for poor and self-employed women, which should be effectively linked with voluntary agencies.

(b) The report is still under examination.

Withholding of results of 1200 Students of 12th Class by C.B.S.E.

1004. SHRI SURESH KALMADI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it is a fact that the results of about 1200 students of 12th class C.B.S.E. Examination were withheld by the authorities on the day results were announced without giving proper reasons to the students;

(b) if so, reasons for delay and for giving insufficient information to the students and parents; and

(c) in what manner the list of toppers and the percentage of successful candidates were finalised in the absence of these results?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) Out of 53456 candidates who appeared in the All India Senior School Examination, 1988, the results of 1906 candidates were not declared on 16th May, 1988 when the main result was declared.

(b) The following are the reasons for the results of 1906 students being declared late:

(i) Non-availability of data from examination centres and evaluation centres;

(ii) Change of centre by several candidates;

(iii) Awaiting complete details in respect of these 1906 candidates would have caused inconvenience for the large majority of students whose results were ready.

(c) Since the results were withheld in respect of a small percentage of students, this did not affect significantly the overall pass percentage as also the list of toppers in the different subjects.

Corruption in Anganwadi Centres in Orissa

1005. SHRI GURUDAS DAS GUPTA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government's attention has been drawn to a news item which appeared in 'the Indian Express' dated 8th July, 1988 under the caption "Anganwadi Centres Cesspools of corruption", regarding the administration of ICDS Anganwadis in Orissa;

(b) if so, what are the details thereof and action taken thereon by Government in the matter;

(c) whether Government are aware of similar allegations against Anganwadi centres in other States also; and